

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT

CD NO.

COUNTRY **East Germany**  
 SUBJECT **Production of VEB Motorenwerk Johannisthal**

DATE DISTR. **26 April 1955**

NO. OF PAGES **2**

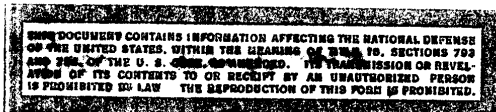
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DATE OF  
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SUPPLEMENT TO  
 REPORT NO.



THIS IS UNEVALUATED INFORMATION

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1. Production of SMC engines at VEB Motorenwerk Johannisthal was further delayed. By the middle of September, VEB Zylinderblockerei (cylinder casting plant) Leipzig had not yet delivered any crank cases and by the middle of October, the order for thirty-five engines was reduced to twelve. Early in December, the first engine was completed, but after eight hours of testing it had to be dismantled again because of defective cylinder heads. It was requested, however, that the engine be delivered to VEB Transportanlagen Bleichert, Leipzig, where the engines were to be installed in cranes and exported to China.
2. The contract for crankshafts was reduced from 30,000 to 20,000. Only one third of the conveyor system in building III was equipped with machines early in December but they were not yet in operating condition. Also lacking were underground cables; cable chutes, however, were on hand. Approximately fifty crankshafts were produced but half of them were rejected. Approximately sixty percent of drop forgings produced by VEB Abus Schwermaschinenbau Heinrich Rau, Wildau, were rejected for inaccurate measurements. No crankshafts had been delivered by 21 January 1955.
3. On 4 and 30 November 1954 respectively, two meetings were held at the plant, at which the development of the Diesel gas generator 8 KVD 21 S was discussed. Representatives of the plant and of the research and development institute Johannisthal and members of the Ministry of the Interior, the VP See (Navy) and other government offices participated. It was said that three sets of generators with a 340 KW capacity each were needed to be installed on land, two of them were scheduled to be set up by 31 March 1955. This date can probably not be kept. The difficulty in the production lies in the failure of the exhaust driven supercharger which, at the special request of the VP See, are used for their engines to increase the capacity. Experiments, started early in December and involving separate charge (Fremdaufladung), have shown no results to date.
4. [redacted] one thousand rods were supposed to be delivered in late November 1954, but no usable rod had been produced by the early part of December. The one thousand blks, which were produced by VEB Transformatorwerk Karl Liebknecht, Magdeburg and were delivered on 20 October 1954, were rejected as waste, which was also the case with

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three hundred **rods** delivered later on 10 November 1954.

5. The plants 1954 production program could only be fulfilled 85 percent.

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